

BY TELEGRAPH.

THE CHERBOURG SMASH.

Engine-Driver to Blame.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, October 30.
The mishap to the Cherbourg train has been the subject of an inquiry at which it was found that the accident was due to carelessness on the part of the local engine-driver.

RUSSIA AND INDIA.

A Railway Advocated.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, October 30.
The Novoye Vremya has published the first of a series of articles advocating the construction of a railway from Russia to India as a complement to the Anglo-Russian Convention.

THE FINANCIAL MARKET.

Berlin Bank Rate Increased.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, October 30.
The Berlin bank rate has increased and is now quoted at 6 1/2 per cent.

THE FINANCIAL SITUATION.

LONDON, October 29.
The total engagements in gold, for import in New York, amount to \$27,500,000.

Seventy-eight shillings per ounce was paid for gold on the open market in London for £1,000,000 for America. The Chicago grain markets broke heavily, owing to the financial situation in New York, but the big holders are undisturbed and there was a partial recovery at the close.

RUSSIA.

Election Results.

LONDON, October 29.
The election returns for the new Duma show a large preponderance of Reactionaries. Out of 327 results, 166 are Monarchists as compared with 25 Constitutional Democrats and 9 Socialists.

INTERNATIONAL CRICKET.

Fane makes a Century.

LONDON, October 29.
England's total in the game at Perth was 402, of which F. L. Fane made 133. Westralia made 152 and followed on; score at close 12 for 0.

RACING.

Cambridgeshire Betting.

LONDON, October 29.
The latest betting on the Cambridgeshire is—
11/2 against Dean Swift—
5/1 against Land League and Malua.
3/1 against Stuck-Up.
100/12 against Retort.
100/8 against Lady Hasty.
100/7 against Andover.
25/1 against Linacre.

THE GERMAN SENSATION.

LONDON, October 29.
A verdict has been given for Herr Harden and Count Kuno Moltke ordered to bear the costs of the trial.

SPAIN'S RULERS VISIT ENGLAND.

LONDON, October 29.
The train conveying the King and Queen of Spain and the infant Prince from Paris, en route to England, was derailed.
Their Majesties escaped with a severe shaking and arrived at Cherbourg, and later at Portsmouth in H.M.S. Renown.

RHEUMATISM.

WHY suffer from this painful malady? One application of Chamberlain's Pain Balm will relieve the pain and make rest and sleep possible. Many cures have been effected by a continued use. For sale by all chemists and store-keepers.

BY TELEGRAPH.

VLADIVOSTOCK MUTINY.

Admiralty Bombarded.

(From Our Correspondent.)

SHANGHAI, October 31.
A body of Blue-jackets at Vladivostock have mutinied and were joined by two torpedo boats, which bombarded the Admiralty.
The troops resisted, and after some time one of the torpedo boats surrendered.

RIFLE SHOOTING.

Australia Wins Empire Match.

(Exclusive Service, supplied by Reuter, via Bombay.)

LONDON, October 30.
The Empire rifle shooting match between Great Britain, Australia and New Zealand has been won by the Commonwealth team.

The scores were:—
Australia 2104
New Zealand 2056
Great Britain 2053
Australia won by 48 points.

STATUTE OF LIMITATIONS.

Does It Affect Infants?

An interesting point was argued in the Summary Court this morning before His Honour Mr. H. J. Gompertz (Acting Puisne Judge).

The action was one in which Cheung Wa Cheung sued Hung Tin Po for \$384.56, principal and interest due on a promissory note, dated July 5, 1901, and made when plaintiff was about 16 years old.

Mr. W. J. Daniel, who represented the plaintiff, admitted that the promissory note, which was for \$300 (interest being \$84.56) was barred by the Statute of Limitations, but he argued that it did not apply to his client, who only became of age, according to the English computation, quite recently. Thus the disability of infancy had only been removed within the last six or eight months and therefore the Statute of Limitations did not apply, otherwise a child of four or five years might have a wrong done to him and be statute barred at the age of seven, which was an absurd proposition. An infant, though under a restricted ability to sue, was never under the disability of suing.

Evidence was given by plaintiff as to lending the money and receiving \$6 interest, but defendant denied plaintiff's story, stating that he borrowed the money from plaintiff's mother, who was defendant's sister and he had repaid \$100 of the interest. His sister did not return the promissory note as she said she had lost it.

Mr. F. X. d'Almeida Castro represented the defendant and he submitted that as no payment had been made for six years the Statute of Limitations did apply.

The action was adjourned sine die, as Mr. Gompertz reserved his decision.

THE SANITARY INSTITUTE.

At the annual general meeting of the Royal Sanitary Institute held at the lecture room of the Institute on Wednesday last, the following officers were elected for the coming session.

CHAIRMAN.—Mr. T. L. Perkins.
COMMITTEE.—Dr. Clark, Messrs A. H. Ough, A. P. Sany, and R. Hemmings.
HON. SECRETARY.—Mr. E. Ralphs.
HON. ASST. SECRETARY.—Mr. Alfred Carter.
HON. TREASURER.—Mr. W. H. Woolley.

At an examination held by the Royal Sanitary Institute (Hongkong Branch) in Practical Sanitary Science on October 28th and 29th inst., Alex. Vernon Parker passed.

At an examination held for Sanitary Inspectors on October 28th and 29th, the following candidates were recommended for certificates:—John Hutton, C. W. T. Brett, Samuel Robert Boyd, and George Willis.
The examiners were:—Hon. Dr. Atkinson, P. C. M. O.; Hon. W. Clitham, C. M. G.; Dr. Francis Clark, M. O. H.; Messrs A. H. Ough, A. M. I. C. E., R. H. King, A. M. I. C. E., and Capt. Shinkwin, A. S. C.

Hon. Secretary: E. Ralphs, F. I. C.; Hon. R. San. Inst. Moderator: Alfred Carter, M. R. San. Inst.

THE MAURETANIA.

After four days' trial the Mauretania, sister ship to the Lusitania, returned to Tyne on September 21 and was again moored at her old berth at Wallsend.

It is stated that the vessel's performance, principally at three-quarter speed, exceeded the highest expectations. The main purpose of these unofficial trials was not to gauge the speed capacity of the vessel so much as to ascertain whether all her complex machinery worked together satisfactorily. From that standpoint it is believed the trials were successful.

As soon as she is fully completed at Wallsend the vessel will be sent round to Liverpool for docking, after which her official trials will take place. It is reported, though not officially, that the vessel's average speed was 20 knots, while she frequently reached 27.

ALLEGED FORGERY.

Serious Allegations.

At the Magistrate's Court this morning a case arising out of a recent Summary Jurisdiction action was commenced, before His Worship Mr. P. A. Hazeland, in which Lam Wing, Hui Kuei, Li Hi Shih and Hop Wo Tong were charged with conspiracy and forging and uttering.

The Hon. Mr. H. E. Pollock, K. C., instructed by Mr. R. A. Harding, appeared for the prosecution and Mr. Reginald Harding represented the four defendants.

Mr. Pollock stated that the prosecution arose out of an action brought in the Summary Court, before Mr. Justice Wise, in which Lam Wing was plaintiff and the Po Sang firm, a Chinese bank, were defendants. In that action Lam Wing stated his claim in two alternative ways: he sued as endorsee of Hui Kuei for \$800.84, principal and interest due on a promissory note, dated August 21, 1907, and payable to Hui Kuei, and he sued as assignee for money lent. The object of so doing was that if the document was not strictly a promissory note he sued as assignee of Hui Kuei's rights under the note. The claim came on in due course and judgment was given on October 18 for defendants—the Po Sang bank. The third and fourth defendants were called by Lam Wing as witnesses for the purpose of supporting his case and curiously enough the three defendants produced in Court documents purporting to be promissory notes in their favour and purporting to be chopped by the Po Sang. The documents produced by the third and fourth defendants contained a chop which was identical with the chop on the promissory note used by the first defendant, and that chop was sworn to by the managing partner and the Jeks of the Po Sang as being a forgery. The genuine chop was produced to His Lordship at the trial and would be produced so as to give His Worship an opportunity of comparing the genuine chop with the forged chop and Mr. Pollock thought His Worship would have no doubt as to certain discrepancies between the two which could be detected. The curious point to which he desired to draw attention was not merely that the forged chop was used on the first note, but also on the second and third notes. He suggested that it was obvious they were of common origin and that there was a conspiracy on the part of defendants to defraud the Po Sang. Witnesses were called before Mr. Justice Wise and would be called before His Worship to show the chop was forged. It was a curious fact in connection with the first defendant that although he said he borrowed a sum of \$500 from a friend to pay the money over to Hui Kuei to get the promissory note, yet as a matter of fact he had outstanding against him a judgment for the pailry sum of \$12 and was arrested under a judgment of the Summary Court on September 26, the day after the action was first called before Mr. Justice Wise. In the first charge against the defendants there were various statements which the defendants had made in the Summary Court and Mr. Pollock said he would point out the chief point with regard to these statements which, he said, were obviously untrue on the face of them. All the defendants seemed to have told Mr. Justice Wise that Mui Hing was the man with whom they dealt; they deposited the money with him and he chopped the notes. Mui Hing was a partner in the Po Sang and was the defendant in the cross action. As a matter of fact it would appear from the evidence that Mui Hing was also concerned in a bearing which he spent considerable portion of his time there.

His Worship—Is the Po Sang a mythical bank?

Mr. Pollock—No. It was in business then, and evidence will be called to show that they never issued a promissory note, that they never had in their possession any stamped paper. They received deposits and had a special deposit book. Apart from the statements of the witnesses for the Po Sang we will be able to call witnesses from the Stamp Office to say that no requisitions for stamps were made by the Po Sang. The man who was really left to look after the business of the Po Sang was Li Yun Yu, whom I will call as a witness. As regards the promissory note produced by the first defendant it bears an embossed stamp, dated October 17, 1907, and the story for the defence is that the stamped paper was in the Po Sang and was filled in by the Po Sang and then chopped by Mui Hing. Well, the Stamp Office will say that on August 17 there were no requisitions for stamps made by the Po Sang.

His Worship—Or any date previous?

Mr. Pollock—Or any date. The evidence is that the stamped paper was in the Po Sang and that it was used by the Po Sang and then chopped by Mui Hing. The Stamp Office will say that on August 17 there were no requisitions for stamps made by the Po Sang.

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PROMPT RELIEF FOR A SPRAINED ANKLE.

"COME time ago I sprained my ankle very badly on a horse stone," says Mr. Geo. Stevens, who lives near Durban, Natal. "A neighbour gave me a bottle of Chamberlain's Pain Balm with which I rubbed my ankle and to my bound it up with a cloth warmed with this remedy. I was surprised next morning to find the swelling gone, but still very sore. I used the Pain Balm faithfully during that week and the sprain gave me very little trouble. We have used this remedy in our family several times since, and have never been disappointed in getting quick relief. I consider it the best household liniment on the market." For sale by all chemists and store-keepers.

BANKRUPTCY COURT.

His Lordship Mr. A. G. Wise (Acting Chief Justice) sat in Bankruptcy Jurisdiction this morning, and disposed of a number of cases in an expeditious manner.

RECEIVING ORDERS.

Mr. Morrell, acting for Mr. P. W. Goldring, applied for a receiving order in the case of the Kwong Yuen Cheung. Liabilities were \$300,000 and assets \$50,000, having been reduced from \$100,000. The order was granted.

ADJUDICATED BANKRUPT.

Mr. J. H. Gattiner applied for the adjudication of Kwok Pui Chi as bankrupt and the appointment of Mr. G. F. Dixon as official Trustee, which was granted. The E Yuen firm was adjudicated bankrupt on Mr. Morrell's application, and the public examination was closed.

ANKNOLEDGEMENTS.

Mr. Grist applied that the bankruptcy proceedings in the case of Li Kwun Hing be annulled. Two reports were filed, the last of which there was only one material point—that the 30 per cent. had been paid.

His Lordship—The creditors have received the money, the only objection was that there was no security for the money and the hearing was adjourned. Mr. Kemp—I am satisfied that the money has either been paid or the creditors have agreed to make no further claims.

Mr. Grist—It is really in accordance with the wishes of the creditors that the bankruptcy should be annulled.

A CREDITORS' COSTS.

Mr. H. K. Holmes applied for payment of the costs of a creditor for preserving the estate of Kwong Hung Tai. His Lordship—Are there any funds? Mr. Holmes—Yes. There are the funds which have been protected and which are in Court.

His Lordship—What is the amount of your costs? They have been allowed at \$100.60, including \$54 expenses for appearing. I understand that the official receiver offers no objection and has approved the costs.

The order was made, Mr. Holmes' costs for making the application to be included.

A YARN STASH.

The public examination of Ling Yam Luk was conducted by Mr. J. H. Kemp, Official Receiver. Debtor said he was the only surviving partner of the Hung Kee and Sun Yuen firms. The former dealt in yarn and originally consisted of nine partners, but the latter was an optimum firm of seven partners, the partners in the Sun Yuen being partners in the Hung Kee. None of the sons of the former partners took any share in the business. The failure was due to the fact that customers of the Hung Kee who had contracted to take certain quantities of yarn failed to do so, and the collapse involved the downfall of the Sun Yuen, which stood security for the Hung Kee. The Sun Yuen was a firm of sixty years' standing and the Hung Kee was twenty-four years old. The liabilities were \$160,000 and the assets \$18,000. The examination was closed.

SIR W. LAURIER'S CAUTIOUS ATTITUDE.

Sir Wilfrid Laurier has sent the following reply to the resolution which was passed by the Canadian Trades and Labour Congress at Winnipeg, deploring the influx of Japanese as being detrimental to Canadian interests, and asking for the abrogation of the treaty with Japan.

"I have given due consideration to your request that immediate steps should be taken to terminate the treaty with Japan. I would observe that this treaty was brought into existence some fifteen years ago, in response to repeated expressions of public opinion, and with a view to affording Canadian producers an opportunity of taking their share in growing Japanese trade, that the Canadian Government became a party to the treaty, and that it was unanimously ratified by the Canadian Parliament."

"The treaty has proved a great advantage, and our trade with Japan under it has considerably increased. You base your appeal for denunciation of the treaty on an allegation that the crisis has arisen in British Columbia by reason of an unprecedented influx of Japanese. While it is true that most regrettable incidents have lately occurred at Vancouver, there seems reason to doubt whether the cause was an influx of Japanese, as I am in possession of a telegram from the Mayor of Vancouver which has been made public, which expressly avers that the disturbances were directed against Asiatics generally rather than against Japanese."

"In such circumstances any precipitate action might be regrettable, and, before committing themselves to such a course, the Government think that they should carefully inquire into the causes which, within the recent past, have caused a greater influx to our shores than previously of Oriental people."

A QUICK AND SAFE REMEDY FOR BOWEL COMPLAINTS.

TWENTY years ago Mr. Geo. W. Brock discovered that Chamberlain's Colic, Cholera and Diarrhoea Remedy was a quick and safe cure for bowel complaints. "During all of these years," he says, "I have used it and recommended it many times and the results have never been disappointed me." Mr. Brock is publisher of the Aberdeen, Maryland, U.S.A., Enterprise. For sale by all chemists and store-keepers.

SPORTING.

Yachting.

Coming events cast their shadows before and so the coming yachting season is heralded by the stir of preparation at the slipway and places where the boats have been laid up during the summer months, indeed some have already spread their wings and have had a preliminary sail. Dione, Vernon, Min, Almah and Ailsa (late Maudie) were out last Saturday afternoon and doubtless Colleen, Kathleen, Bonito and Sprite will put in an appearance next Saturday for the Ladies' race, which is to open the season.

Ailsa (late Maudie) having passed into the hands of the Hon. Mr. Henry Kewic, gives new life to the Championship Class and is Almah enters this class on a time allowance of thirty seconds per mile there should be some good racing. Ailsa will have a new mainsail made locally and Almah will also have an improved suit. Vernon has been provided with a hollow mast made by Messrs Holloway and Sons, Dublin, which ought to increase her speed. Sprite, having changed hands, will again enter the One-Design class, and it will be handled should prove a dangerous opponent. As there will be five boats in this class we may expect some interesting sport.

The Ladies' race is to start at 2.30 p.m. on Saturday and provided the weather is suitable the course will be round Channel Rocks (port) and back. The handicaps are:—
Dione and Vernon, Scratch.
Ailsa receives 1 min. 20 secs.
Alannah receives 2 mins.
One-Design Class receives 3 mins. 20 secs.

On Sunday, November 3, the first Club race will be sailed. The start for the Championship Class is 11.30 a.m., One-Design Class, 11.40 a.m. and the course is from Police Pier to Lyceum Beacon (port), Kowloon Rock (port) Meyer's East Buoy (port) Lyceum Beacon (port), a distance of 14 miles, sufficiently long to test well the individual qualities of the yachts and the capabilities of the skippers.

Billiards.

The Billiard Champion, H. W. Stevenson, will play an exhibition game at St. George's Club on Tuesday evening, at 9.15 p.m., against Mr. E. H. Hinds. Mr. Stevenson has been playing lately better and a finer exhibition is expected than what was given when he last appeared in public here.

Boxing.

Arrangements are almost completed for the boxing entertainment which is to take place on Tuesday evening next in the City Hall. Mr. Bellew, the organiser, is to meet P. Perkins in a fifteen round contest and, despite the fact that Perkins is about nineteen lbs. the heavier, expects to come out victorious. A late ferry is to be provided for Kowloonites in case of the entertainment being protracted beyond midnight.

Cricket at Amoy.

(From Our Correspondent.)
Amoy, October 24.
A match was played on Saturday last between the combined teams of H.M.S.S. Alacrity and Cadmus and the Amoy C.C. Tiffin was provided for both teams in the Pavilion at 12.30 and a start was made very soon after 1.30. Mr. Barton having won the toss, Amoy elected to bat first. Messrs Howard and Barton opened the innings but were never at home against the Navy bowling, which was excellent. Wickets fell quickly and five were down for about 30 runs when W. H. Wallace went in. Settling down almost at once, and treating all bowling alike he compiled 45 in a very short time. He was ably assisted by H. Leachman who contributed a useful 32. The innings closed with the score at 114.

The Navy men started badly, 32 runs only being scored with only 4 wickets in hand. However a good stand for the 7th wicket was productive of 56 runs, and 102 had been registered before the innings closed. Commander Leatham played an excellent innings of 44, including three sixes.

Amoy went in again and made just over 100 for 4 wickets when play was abandoned. Fletcher with 50, Joseland with 20, and Milward with 14 were the run getters. For Amoy, Joseland bowled with success, taking 6 wickets at a cost of slightly under 6 runs a piece.

Johnson and Commander Majendie shared the honours for the slips.

The scores were:—Amoy, C.C.—Howard, c. and b. Majendie, 3; Barton, b. Johnson, 12; Fletcher, b. Johnson, 5; Brown, c. and b. Johnson, 7; Milward, b. Majendie, 0; Wallace, 5; Thair, 45; Leachman, c. and b. Johnson, 22; Joseland, 14; b. w. Majendie, 0; O'Shea, not out, 11; Ollie, b. Thair, 3; Hadam, c. Leatham, b. Majendie, 5; Extras, 11; Total 114.

H.M.S.S.—Alacrity and Cadmus. Lt. Swarder, c. Howard, b. Joseland, 1; Jessop, b. before, b. Howard, 11; Lt. Surg. Williams, c. Milward, b. Joseland, 0; Maynard, b. a. w. b. Howard, 8; Comm. Leatham, b. Joseland, 44; Johnson, c. Joseland, b. Joseland, 4; Lt. Yonge, c. Wallace, b. Joseland, 3; Comm. Majendie, c. Brown, b. O'Shea, 10; Thair, b. Joseland, 0; Surg. Eastment, not out, 9; Lt. Pennell, c. and b. Howard, 11; Total 102.

NEWS FROM SWATOW.

(From Our Correspondent.)

SWATOW, October 26.
NAVAL.
During the stay of the German cruiser Leipzig in port the commander and officers dispensed the usual hospitality and received entertainment in return from the Acting German Consul, Mr. Haslop, and others. The rather fine band did much to enliven Swatow.

The British naval vessel we are most familiar with, the Waterwitch, has no band or orchestra, though it will not be denied she carries a fine band of good fellows as could be wished for.

Incidentally a raffle took place here last night and a houseboat was won by someone on the Waterwitch—rather a white elephant on his hands I should say.

The American gunboat Willington and the French gunboat Decade arrived on Friday.

THE POST OFFICE.
The business of the Chinese Imperial Post Office here has increased to such an extent that the Peking authorities have authorized the erection of a Post Office building on the ground opposite the Customs House. The postal officer, Mr. T. N. Manners, has by close study and a praiseworthy enthusiasm for his work, made the Swatow C. I. P. O. a popular institution, used more and more by European and Chinese alike. The plans for the new building are the work of Mr. Manners, aided by the experienced Commissioner, Mr. Harris, and Mr. Smith, lately Commissioner here. When housed in the new structure Swatow will be the proud possessor of a post office perfectly appointed and administered by an energetic, courteous, and qualified staff. When we stop to consider that this Post Office, under the supervision of two British, Mr. Manners and his assistant, Mr. McDermott, is the centre of a postal district administration handling mails by rail, steam, sail, and courier it is wonderful how well it is all done.

THE CUSTOMS.
Our energetic Commissioner, Mr. Harris, is three men short in his outdoor staff, one absent on leave, one resigned, and one discharged, comprising Norwegian, Swede, and German. It is hoped that the rank will be filled with but little delay, as the work should not be hampered by a short-handed staff. Swatow is the fourth port in China from a Customs standpoint and should be more generously treated by the I.G. than it is.

A OIL QUESTION.
The Standard Oil Company's construction work is proceeding apace under the capable supervision of the Company's engineer, Mr. Mickle. Two tanks are already in place and it is expected that they will be in position to receive bulk oil in about four months' time. It is a pity that several oil companies cannot find a means to stop the adulteration of oil and the reilling of tins by the native dealers.

AMOY NEWS.

(From Our Correspondent.)
Amoy, October 28.

WARSHIPS.
The French gunboat Decade left here for Swatow on the 23rd inst. H.M.S.S. Alacrity and Cadmus arrived on 25th inst. from Shanghai, and left on Sunday morning at daylight for Mrs. Bay. The French cruiser Bruix arrived in port on the 27th inst., from Foochow, and left for Swatow on the 28th.

The Japanese cruiser Akishima also arrived on 27th inst., and is still here.

WEATHER.
The gale signalled of the 22nd arrived here about 3 p.m. on 23rd. The wind was very violent for 12 hours, but soon blew itself out. Some rain fell, but not enough to do any good. The weather is now as hot as ever, and winter seems to be as far away as before.

Typoon signals were hoisted yesterday, reading N.E. Luzon, travelling N.E. So that may account for the oppressively hot days and nights we have been having.

SHIPPING.
The Boston S.S. Co.'s S.S. Shawmut arrived here on Sunday from Shanghai, and leaves this afternoon for Manila.

A SAFE COUGH MEDICINE FOR CHILDREN.
In buying a cough medicine for children never be misled by buy Chamberlain's Cough Remedy. There is no danger from it and relief is always sure to follow. It is especially valuable for colds, croup and whooping cough. For sale by all chemists and store-keepers.

THE CHINA MAIL.

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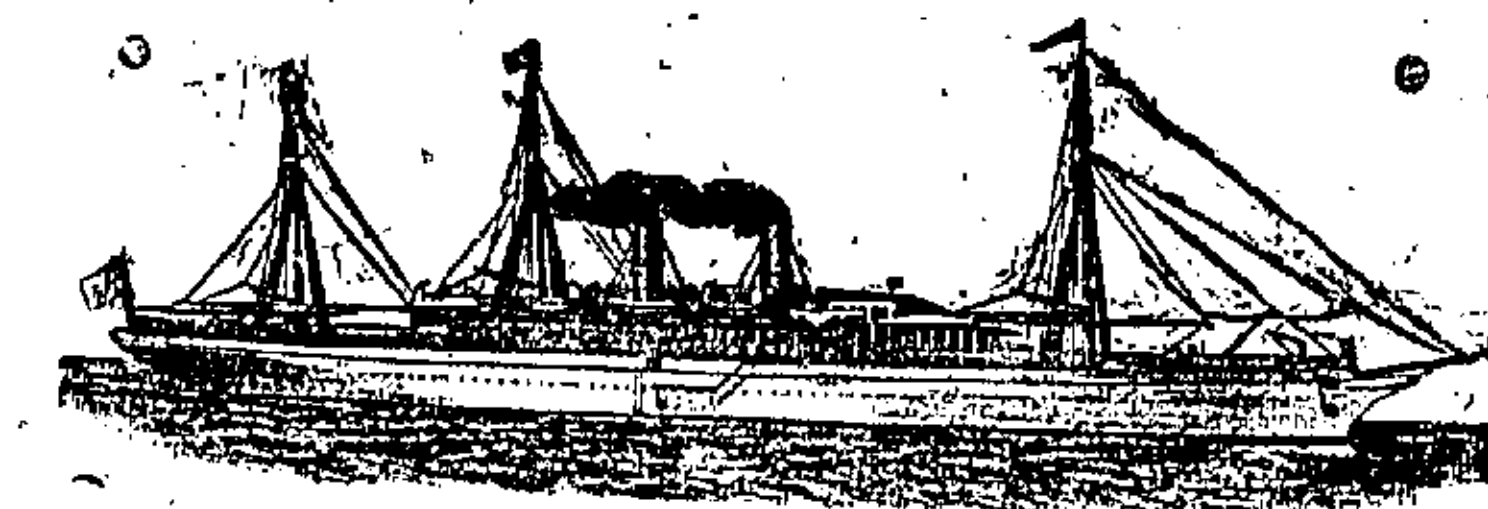
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the dates named—

DESTINATION	VESSEL	DATE	REMARKS
SHANGHAI	DEVANHA	Nov. 1st	Freight and Passengers
SHANGHAI, MOJI, KOBE, YOKOHAMA	DEVANHA	Nov. 1st	Freight and Passengers
LONDON, via Suez	DELHI	Nov. 2nd	Freight only
MARSHALLS, LONDON	BORNEO	Nov. 4th	Freight and Passengers
ANTWERP	BORNEO	Nov. 4th	Freight and Passengers
SHANGHAI, MOJI, KOBE, YOKOHAMA	DEVANHA	Nov. 10th	Freight and Passengers

E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



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PROPOSED SAILINGS	LEAVE HONGKONG	ARRIVE VANCOUVER
EMPERESS OF JAPAN	Nov. 21	Dec. 9
EMPERESS OF INDIA	Nov. 21	Dec. 9
EMPERESS OF AUSTRALIA	Nov. 21	Dec. 9
EMPERESS OF AFRICA	Nov. 21	Dec. 9
EMPERESS OF AMERICA	Nov. 21	Dec. 9

THE JAPANESE ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

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SPECIAL THROUGH RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to—

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General Traffic Agent for China.
CORNER PRINCE STREET and PRINCE, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMSHIP	SAILING DATE
MARSHALLS, LONDON	INABA MARU	Nov. 1st
ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	INABA MARU	Nov. 1st
VICTORIA, B.C., and SEATTLE, U.S.A.	SHINANO MARU	Nov. 12th
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNS, KUSUMANO MARU, VILLAGE AND BRISBANE	SHINANO MARU	Nov. 12th
KOBE AND YOKOHAMA	KANAGAWA MARU	Nov. 12th
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO	KAGESHIMA MARU	Nov. 12th
SHANGHAI & KOBE	YEBOSHI MARU	Nov. 12th

T. KUSUMOTO, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship **MINNESOTA**—28,000 TONS—BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

MINNESOTA, Captain C. F. AUSTIN, WEDNESDAY, 8th January, 1908.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Alaskan Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

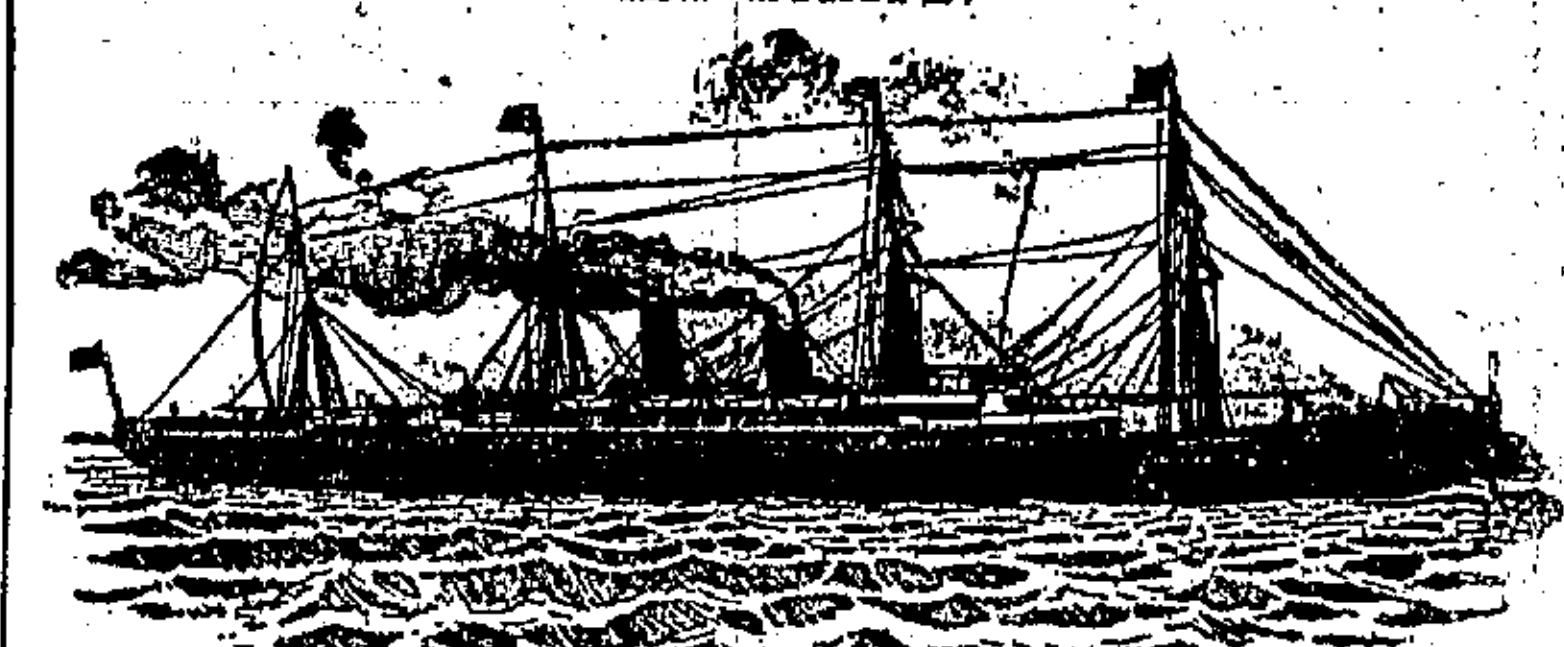
For full information regarding freight or passage apply to—

NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.
Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

STEAMSHIP	DATE	REMARKS
KOREA	Nov. 1st	at Noon
AMERICA MARU	Nov. 1st	at Noon
SIBERIA	Nov. 1st	at Noon
CHINA	Nov. 1st	at Noon
MANCHURIA	Nov. 1st	at Noon
NIPPON MARU	Nov. 1st	at Noon
ASIA	Nov. 1st	at Noon
PERSIA	Nov. 1st	at Noon
HONGKONG MARU	Nov. 1st	at Noon

RECORD FAST TRIPS.
Yokohama to San Francisco, via KOREA, 18,000 tons, September 12-27th 1906; 10 days, 11 hours and 6 minutes.
San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 16th-20th, 1905; 4 days, 10 hours.San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.
Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship KOREA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 1st November, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, YOKOHAMA, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

STEAMSHIP	DATE	REMARKS
ARABIA	Nov. 1st	at Noon
ALESIA	Nov. 1st	at Noon
NICOMEDIA	Nov. 1st	at Noon

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to—

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR	STEAMSHIP	DATE	REMARKS
HONGKONG & HAIPHONG	SINGAPORE	Nov. 3rd	Daylight
SHANGHAI DIRECT	YOKOHAMA	Nov. 4th	at 4 p.m.
SWATOW AND SHANGHAI	PAKHOU	Nov. 5th	at 4 p.m.
MANILA	TANIMU	Nov. 5th	at 4 p.m.
SWATOW AND SHANGHAI	KWANGSE	Nov. 6th	at 4 p.m.
SWATOW & SHANGHAI	KUANGTUNG	Nov. 6th	at 4 p.m.
ORBU & LOLO	Kaipong	Nov. 8th	at 4 p.m.
CHEFOO & TIENTSIN	Kueichow	Nov. 9th	at 4 p.m.
SWATOW & SHANGHAI	SHANGHAI	Nov. 17th	at 4 p.m.
KOBE	TENAN	Nov. 23rd	at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unvalued Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amply lighted—Electric Light—Perfect Cuisine—Surgeon and Stewardesses carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	Port	Sailing Date
ZAVIRO	2540	A. Fraser	Manila	Saturday, 2nd November.
SUBI	2540	R. W. Almond	Manila	9th November.

For Freight or Passage, apply to—

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

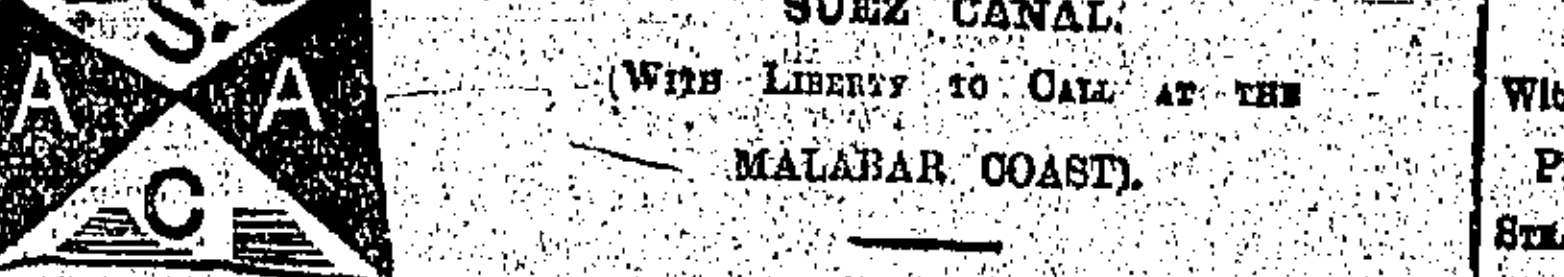
(With Liberty to Call at the MALABAR COAST.)

TO SAIL

S.S. OCEAN MONARCH, Nov. 2nd November, 1907.

For Freight and further information, apply to—

SHEWAN, TOMES & CO., General Agents.



For Freight and further information, apply to—

SHEWAN, TOMES & CO., General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMSHIP	DATE	REMARKS
SHANGHAI	HANGSANG	Nov. 1st	at 4 p.m.
MANILA	YUENSANG	Nov. 1st	at 4 p.m.
SHANGHAI	YUENSANG	Nov. 2nd	at 4 p.m.
TIENTSIN	CHONGSHING	Nov. 4th	at 4 p.m.
SHANGHAI, YOKOHAMA, NAGASAKI	MAISANG	Nov. 7th	at 4 p.m.
KOBE AND MOJI	MAISANG	Nov. 8th	at 4 p.m.
MANILA	LOONGSANG	Nov. 8th	at 4 p.m.
SINGAPORE, PENANG, AND CALCUTTA	FOOKSANG	Nov. 19th	at 3 p.m.

These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Nowehwang, and Yangtze Ports.

Taking Cargo on through Bills of Lading to Kadiak, Lahad, Dato, Simporna, Tawau, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMSHIP	DATE	REMARKS
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	ROON	Nov. 6th	at Noon
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	PRINZ ALICE	Nov. 6th	at Noon
MANILA, NEW GUINEA, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE	PRINZ VALDEMAR	Nov. 7th	at Noon
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Nov. 15th	at Noon
KUDAT AND SANDAKAN	BORNEO	Nov. 15th	at Noon

For further Particulars, apply to—

Norddeutscher Lloyd, MELOCHERS & CO., General Agents, Hongkong & China.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Established 1841.

Originators of the European Tourist and Excursion system.

Tickets issued to all parts of the World.

Baggage and Goods of every description collected, shipped, and forwarded at lowest rates.

Foreign monies exchanged. Letters of Credit and Circular Notes issued.

Full information on application.

14, WATER STREET, YOKOHAMA.

Hongkong, August 6, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship ARRATON APCAR, Capt. A. STEWART, will be despatched for the above Ports on SATURDAY, the 2nd November, at 3 p.m.

For Freight or Passage, apply to—

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, October 29, 1907.

MESSAGERIES MARITIMES—FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERANEE AND BLACK SEA PORTS.

THE Steamship DELHI, Captain J. D. ANDREWS, N.E., carrying His Majesty's Mail, will be despatched from this for BOMBAY, etc., on SATURDAY, the 2nd November, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's Steamship Mooltan 9500 tons, from Colombo, Passengers' accommodation in which vessel is secure before departure from Hongkong.

Ships and Yachtsmen, all Cargo for France and Trip for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. Egypt, due in London on the 14th December, 1907.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to—

E. A. HEWETT, Superintendent.

Hongkong, October 19, 1907.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

THE Steamship SCHUYLKILL, Captain ANDERSON, will be despatched as above on or about 1st December, 1907.

For Freight, etc., apply to—

STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, (Hotel Mansions).

Hongkong, October 26, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

Proposed SAILINGS FROM HONGKONG.

STEAMSHIP	DATE	REMARKS
SCHUYLKILL	Nov. 1st	at Noon

1st-Class Passenger Accommodation.

For Freight and further information, apply to—

DODWELL & CO., E.D. Agents.

TOYO KISEN KAISHA—SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).

With Option to Call at Mexico and other Coast Ports.

Steamers Tons To Sail

KATHERINE 5000 about end of Nov.

KASATO MARU 6100 tons, will be despatched hence to Callao, Iquique, via Japan Ports, sometime in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America, in connection with steamers of the Pacific S.S. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, Yok Building, Hongkong, April 15, 1907.

THE Steamship ERNEST SIMONS.

Captain GIBB, will be despatched for MARSEILLES on TUESDAY, the 12th November, 1907, at 1 p.m.

This Steamer connects at Colombo with one of the Co.'s Australian steamers bound for Marseilles, via BOMBAY and ADEN.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailing will be as follows:

S.S. TONKIN, Nov. 28, 1907.

S.S. POLYNESIE, Dec. 10, 1907.

S.S. TOUBANE, Dec. 24, 1907.

G. DE CHAMPEAUX, Agent.

Hongkong, October 30, 1907.

Dentistry.

DR. HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

21, QUEEN'S ROAD CENTRAL.

S. I. N. G. Surgeon Dentist.

No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

The best paper for posting to friends at home.

217 per Annum (including Postage).

The China Mail, Ltd., 8, Queen's Road Central.

Shipping.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship LIGHTNING, Captain E. FAY, will be despatched for the above Ports on TUESDAY, the 5th November, at 3 p.m.

For Freight or Passage, apply to—

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, October 29, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR TRIESTE Direct, calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZIL, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)

THE Company's Steamship CAPTAIN A. PERINI, will be despatched as above on or about THURSDAY, the 21st November.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor and Stewardess.

For information as to Passage & Freight, apply to—

SANDER, WHEELER & CO., Agents, Princess Buildings, Hongkong, October 30, 1907.

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hôte at Separate Tables.

TELEGRAPHIC ADDRESS: "VICTORIA," Hongkong.

For terms, etc., apply to the MANAGER.

VICTORIA HOTEL.

TELEGRAMS, VICTORIA, SHAMKIN, SHAMKIN, CANTON.

On the British Consulate.

H. HAYNES, Manager.

MACAO HOTEL.

TELEGRAMS, FARMER, MACAO.

MACAO, CHINA.

In the Centre of Praya Grand.

Belle View Hotel.

(LATE METROPOLE HOTEL.)

SHAUKIWAN ROAD.

Pleasant Drive along the Sea Front, either by Tram or Ricksha.

A COMMODIOUS MATHUR FOR THE USE OF BATHERS AND VISITORS.

A FIRST-CLASS EUROPEAN STRING BAND will be in attendance EVERY SUNDAY EVENING, at 4 O'CLOCK.

Telephone No. 393.

Hongkong, September 6, 1907.

Dentistry.

DR. HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

21, QUEEN'S ROAD CENTRAL.

S. I. N. G. Surgeon Dentist.

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The best paper for posting to friends at home.

217 per Annum (including Postage).

The China Mail, Ltd., 8, Queen's Road Central.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
Colombo	Hongkong	Marseilles & London	Marseilles	London
Tons	1907	Tons	Saturday	Saturday
DELHI.....8000	Nov. 2	MOOLTAN.....10000	Nov. 30	Dec. 7
ARGADIA.....7000	Nov. 16	CHINA.....8000	Dec. 14	Dec. 21
DEVANHA.....8000	Nov. 30	HIMALAYA.....7000	Dec. 28	Jan. 4, 1908
MALTA.....6000	Dec. 14	MOLDAVIA.....10000	Jan. 11, 1908	Jan. 18
DELHI.....8000	Dec. 28	INDIA.....8000	Jan. 25	Feb. 1
ARGADIA.....7000	Jan. 11, 1908	MONGOLIA.....10000	Feb. 8	Feb. 15
PENINSULAR.....5000	Jan. 25	VICTORIA.....7000	Feb. 22	Feb. 29
DEVANHA.....8000	Feb. 8	MAEDONIA.....10000	Mar. 7	Mar. 14
MALTA.....6000	Feb. 22	BEITANNA.....7000	Mar. 21	Mar. 28
DELHI.....8000	Mar. 7	MOOLTAN.....10000	Apr. 4	Apr. 11
MARMORA.....10000	Mar. 21	INDIA.....8000	Apr. 18	Apr. 25
DELHI.....8000	Apr. 4	MOLDAVIA.....10000	May 2	May 9
MALTA.....6000	Apr. 18	HIMALAYA.....7000	May 16	May 23
DEVANHA.....8000	May 2	MONGOLIA.....10000	May 30	June 6
OEBANA.....7000	May 16	INDIA.....8000	June 14	June 21

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following—
INTERMEDIATE (Non-Transitment) STEAMERS
WILL LEAVE FOR

LONDON,
CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
Hongkong	London	London
Tonnage	about	about
BORNEO.....4500	Nov. 6	Dec. 23
NOE.....7000	Dec. 18	Jan. (1908) 20
STELLA.....7000	Dec. 18	Feb. 3
NYANZA.....7000	Jan. (1908) 1	Feb. 17
NILE.....7000	Jan. 15	March 2
SUNDA.....4700	Jan. 29	March 16
PALAWAN.....4700	Feb. 12	March 30
NUBIA.....6000	March 11	April 27
BOERVO.....4800	April 8	May 25
KORY.....7000	May 6	June 22
SUMATRA.....7000	May 20	July 6

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carry 1st and 2nd Saloon Passengers. * Carry only First Saloon Passenger.
For further particulars, Apply to
E. A. HEWETT,
Superintendent.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

The Co.'s s.s.	For	Leaving
SHOSHU MARU, Capt. N. MUKOTO.	SHANGHAI, Via SWATOW, AMOY AND POOCHOW.	FRIDAY, 1st Nov., at 8 a.m.
JOSHIN MARU, Capt. H. S. SMITH.	TAMSUI, Via SWATOW, AND AMOY.	SUNDAY, 3rd Nov., at 9 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. * Fire-class Saloon Amidships. Unobstructed Table.
* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.O. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
SHAWMUT.....	9808	E. V. Roberts	15th November.

* Cargo only. * Passenger accommodation.
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The Twin-screw s.s. Shawmut and Tremont are fitted with very superior Accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.
PARCEL EXPRESSES TO THE UNITED STATES AND CANADA.
For further information, apply to
Dodwell & Co., Limited,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Notices to Consignees.

TOYO KISEN KAISHA.
NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO per Steamship AMERICA MARU.
The above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery from alongside.
Cargo impeding discharge and undelivered by Noon on FRIDAY, 1st Nov., will be landed and stored at Consignees' risk, and no Fire Insurance will be effected. All Cargo undelivered by Noon WEDNESDAY, the 6th Nov., will be subject to rent. All chafed and otherwise damaged cargo will be examined at the above Company's Godown on SATURDAY, November 2nd, at 10 a.m.
S. SILVERSTONE,
Agent.
Hongkong, October 29, 1907. 1729

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Lightning having arrived from the above Ports, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense. Cargo remaining on board after 2 p.m. of the 1st inst., will be landed at Consignees' risk and expense.
Consignees of Cargo from Singapore and Penang are requested to take immediate delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, October 29, 1907. 1725

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ LUDWIG, having arrived, Consignees of Cargo are hereby notified that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Monday, the 25th of October, at 5 p.m. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th of November, will be subject to rent.
All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 4th of November, at 9 a.m.
All Claims must reach us before the 8th November, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LOYD,
MELBOURNE & CO.,
Agents.
Hongkong, October 29, 1907. 1727

'BARBER' LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

THE STEAMSHIP MONTROSE.

FROM NEW YORK AND STRAITS.

CONSIGNEES OF CARGO are hereby notified that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 30th November, or they will not be recognized.
All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 3 p.m.
No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DODWELL & CO., LIMITED,
Agents.
Hongkong, October 29, 1907. 1708

NOTICE TO CONSIGNEES.
STEAMER TONKIN.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES OF CARGO from London or other Ports, are hereby notified that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 p.m. To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned, and Goods remaining undelivered after MONDAY, the 4th November, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 4th November, or they will not be recognized.
All damaged packages will be examined on MONDAY, the 4th November, at 3 p.m. No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, October 29, 1907. 1721

PREACHING THE GOSPEL IN JAPAN AND TIBET.

By Prof. E. H. PARKER.
On sale at the 'CHINA MAIL' Office, & Queen's Road Central.
Price... 50 Cents.

RUSSIA, CHINA, AND JAPAN.

A St. Petersburg Paper's Alarm.

The Petersburg journal "Retch" draws attention to the situation in the Far East in an article entitled "The Danger in the East." The paper states that whilst the Russians are debating whether to build a second-line to the Siberian Railway, or a new fleet, events are now taking place which will probably make all this discussion unnecessary. The Japanese Press, whilst discussing the new Russo-Japanese Treaty, say they fear that a war will break out between Russia and China. Travellers, business men, and other persons of standing who have just returned from the Far East, state that the Japanese do not fear war between China and Russia, but are secretly aiding and abetting it. The following facts are a proof that serious events are expected to take place: Chinese merchants, bankers, manufacturers, etc., are commencing to leave Kharbin and Manchuria; they are returning to the interior of China, and are taking their valuables with them. Even the Chinese servants in the employ of the Russians are leaving their masters, and all say China is going to make war on Russia. Everyone believes this is the necessary consequence of a secret agreement between China and Japan.

The Russian possessions in Eastern Asia are again swarming with Japanese photographers, commercial travellers, and others. Everything is just as it was before the outbreak of the last war. The Chinese troops are being hastily organized after European and Japanese methods, but under the leadership of Japanese officers. All who have seen these new Chinese troops say that they are something quite different from the troops China equipped seven years ago. They constitute a force which is terrible, not only formidable on account of their training and numbers, but because they will fight in their own country. That China is arming with the greatest care is evident from the fact that they have refused to purchase the weapons the Japanese captured from the Russians, because they intend to have better arms than the Russians had.

The Japanese have established in Port Arthur several cadet corps, sufficient to accommodate 3,000 pupils. Chinese children are to be educated in these schools, not only in military sciences, but in a Pan-Mongolian spirit. As regards Port Arthur, both the town and the fortress are in the best condition, whilst the shore batteries have been equipped with new Japanese cannon. The Japanese have also re-organized their military forces with the help of the experience they have gained in the last war. They are forming twenty new divisions, and by substituting the three years' term of service for two, the strength of the Japanese army has been almost doubled. The "Retch" concludes by stating that it cannot help being alarmed at all these preparations, and wonders how long it will be before they have a new war in the East.—EX.

Notices to Consignees.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship Arratoon Apsara having arrived from the above Ports, Consignees of Cargo are hereby notified that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited.
No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

D. SASSOON & Co., Ltd.,
Agents.
Hongkong, October 29, 1907. 1728

OARMICHAEL AND CLARKE,
CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: OARMICHAEL, HONGKONG.
A. B. CODE, 4th Edition.
A. 1 Code.
Lieber's Standard Code.
TELEPHONE 232. 16

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
2.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 3.15 p.m. Every 10 minutes.
3.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT GARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT GARS on Week Days.
SATURDAYS.
Extra Cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers. 1881

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, October 24th, 1907.
At 100 cents per Dollar Mexican.

Butcher Meat.

Best stein & prime cut—Mol Lang Pa	lb	20
Corned—Ham Ngan Yik	..	20
Roast—Shiu	..	20
Breast—Ngan Lam	..	15
Soup—Tong Yuk	..	15
Steak—Ngan Yik Pa	..	20
"Gutong Ngan Lau Steak	..	30
Sausages—Ngan Chang	..	26
Bullock's Brains—Slow	per set	10
Tongue fresh—Ngan Li	each	50
"corned—Ham Ngan Li	..	55
Head—Ngan Tau	..	10
Heart—Ngan Sum	..	10
Gump, Salt—Ngan Kio	..	20
Feet—Ngan Kerk	each	7
Kidneys—Ngan Yiu	..	10
Tail—Ngan Mol	..	17
Liver—Ngan Con	..	12
Tripe (undressed)—Ngan To	..	7
Calves' Head & Feet—Ngan-chai-kan-kak, not	..	10
Mutton Chop—Young Pat Kwat	..	15
"Leg—Young Pat	..	24
"Shoulder—Young Shau	..	20
Pigs' Chittings—Chi chong	..	12
Brains—Chi Kow	per set	2
Feet—Chi Kerk	..	12
Fry—Chi Chak	..	12
Head—Chi Tau	..	12
Heart—Chi Sum	..	10
Kidneys—Chi Yiu	..	12
Liver—Chi Con	..	12
Pork Chop—Chi Pat Kwat	..	24
Corned—Ham Ngan Yik	..	20
Leg—Chu Pat	..	24
Fat or Lamb—Chu Yau	..	24
Sheep's Head and Feet—Young Tau Kerk set	..	60
"Heart—Young Sum	..	10
Kidneys—Young Yiu	..	10
Liver—Young Con	..	12
Sucking Pig, To Order—Chu Chai	..	16
Suet, Beef—Sang Ngan Yau	..	24
Mutton—Sang Young Yau	..	24
Veal—Ngan Chai Yik	..	20
Sausages—Ngan Chai Cheong	..	20

Poultry.

Chicken—Kai Chai	..	26
Capon, Large, Small—Sin Kai	..	29
Ducks—Ap	..	18
Doves—Pan Kau	..	14
Eggs, Hen—Kai Tau	per dozen	23
Fowls, Canton—Kai	..	12
"hatnan—Hol Nam Kai	..	26
Geese—Ngol	..	26
Geese, Wild Shai—Shi Yee Ngol, pair	..	10
Musk Deer—Wong Keng	..	70
Hare, Shanghai—Tu Chai	..	70
Partridge—Ohe Kau	..	24
Pheasant—Shan Kai	..	24
Pigeons, Canton—Pak Kap	..	24
"Hollon—Hol How Pak Kap	..	24
Quail—Um Chut	..	24
Rice Birds—Wo Pa Cheuk	dozen	60
Snipe—Sa Choy	..	23
Turkeys, Cock—Phor Kai Rang	..	60
"Hen—Na	..	46
Wild Ducks, Shai—Shanghai Salap	pair	1
Teal—Sal Ap Chai	..	1
Wild Ducks Canton—Sang Shing Sal Ap, ea.	..	1

Fish.

Barbel—Ka Yu	..	14
Bream—Bin Yu	..	16
Canton Fresh Water Fish—Hol Sin Yu	..	14
Carp—Li Yu	..	12
Catfish—Chik Yu	..	12
Codfish—Mon Yu	..	14
Crabs—Hoi	..	13
Cuttle Fish—Mak Yu	..	16
Dah—Sa Ming Yu	..	16
Dace—Wong Mol Lun	..	12
Dog Fish—Tik Tu Sa	..	10
Elea, Gongor—Hal Mann	..	14
"Fresh water—Tun Sin Yu	..	15
Sels, Yellow—Wong Sin	..	18
Frogs—Tian Kai	..	30
Gardoon—Sak Pan	..	18
Gudgeon—Pak Kap Yu	..	14
Herring—Tao Pak	..	20
Hallbut—Cheung Kwau Kap	..	20
Labrus—Wong Yu Yu	..	20
Loach—Wu Yu	..	28
Loach—Lung Ha	..	22
Macrora—Chai Yu	..	18
Monk Fish—Mong Yu	..	18
Mullet—Chai Yu	..	12
Oysters—Sang Hoo	..	25
Fat olish—Kai Kung Yu	..	20
Perch—Tao Loo	..	20
Pike—Pa Faw Fong	..	10
Plaice—Fau Yu	..	20
Pomfret, Black—Hak Chong	..	20
Pomfret, White, Pak Chong	..	25
Pawna—Ming Ha	..	35
Ray—Pai Pa Sa	..	10
Rock Fish—Sak Kan Kung	..	14
Romach—Chai Yu	..	32

Meat.

Salmon—Ma Yan Yu	..	15 38
Shark—Sa Yu	..	10
Skate—Po Yu	..	12
Shrimps—Ha	..	24
Snapper—Lap Yu	..	22
Soles—Tat Sa Yu	..	24
Tench—Wan Yu	..	18
Tarbot—Cho How Yu	..	26
Turkies, small, fresh water—Kerk Yu	..	60
White Bait—Ngan Yu Chai	..	10

Fruits.

Almonds—Hung Yan	..	18
Apples, (California)—Kam San Ping Khe	..	26
"(Chetoo)—Tin Chup Ping Khor	..	24
"Small—Hoi Tong	..	24
Custard—Fan Lai Chi	..	24
Bananas, fragrant, Canton—San Shing	..	16
Heung Chiu	..	16
Bananas, (Bridle), Macao—San Heung Chiu	..	5
Chestnuts, Chinese—Joong Lat	..	12
Carambola—Yeung Tuo	..	8
Cocconuts—Yeh Tam	..	10
Lemons, China—Ning Moong	..	16
"America—Kum San Ning Moong	..	16
Lichoes, Dried—Lai Chi Small Stone	..	25
"Fresh—	..	18
Limes, (Sageon)—Sai Kung Ning Moong	..	8
Mango, Manila—Lai Sang Moong	..	1
Mangosteen—San Chik Tau	per 100	1
Oranges, (Canton)—San Shing Tin Chong	..	1
Pashon Fruit	..	each
Pears, (American)—Kam San Shui Li	..	16
"(Canton), Cooking—Sa Li	..	12
Peanuts—Fa Sang	..	10
Perseimous Large—Hung Chio	..	6
Pine-apples, 1st quality—Shoung Poon Ti	..	1
"2nd quality—Chung-tang-paw-law	..	1
Plantains—Tai Cheu	..	12
Plums—Swatow Hung Lai	..	1
Fumelo, Siam—Chim Lo Yau	..	each
Shanghai—Lo Kwat	..	12
Walnuts—Hop Tuo	..	12
Green—Sang Hop Tuo	..	12
Water Melon—(Am.) Kum San Sai Kwa	..	1
"(China) Sai Kwa	..	1
Grapes—Sang Po Tai Ter	..	40

Vegetables, &c.

